RETURN THIS BOOK PROMPTLY TO LIBRARY

The Official Journal of the South Australian Society of Model & Experimental Engineers Inc.

1927---2013

MAY 2013

ISSN/0155/3700

(This bulletin is issued for information only)

A Brief History

Eric Robert Bowes, Samuel Claude Miller and Thomas Reginald Lynch who were workmates at the Adelaide Glassworks, contacted Victor Harry Messer, who was a manufacturing jeweller. They knew about Vic from articles he had written for the "Model Engineer" magazine.
So the foundation of SASMEE was laid.
The first meeting was held in Vie Messer's shop in the Kingsway Building, Flinders Street, Adelaide in May 1927.
Vic was elected as President and Eric as Secretary.
As the Society's membership grew, meetings were held at the University of Adelaide, the ANA Hall, the Buffalo Hall, the YMCA and the WEA Hall, Twin St, Adelaide. Membership in 1939 was 25.
At a meeting in July 1946 Harry Pearce spoke on the need for the Society to have a home of it's own with a boat pond and tracks for locomotives and racecars. A successful approach was made to the South Australian Railways to lease the current site and work commenced in August 1947.
A fowl house was purchased for the material to build the Clubhouse and the first meeting was held on April 12th 1949, with a 12-volt battery and globes supplying the lights.
The pond was successfully filled for first time in January 1959 by which time an elevated 3.5"/5"Gauge railway and a racecar track was also in operation.
The car track was removed later due to lack of interest but the 5" Gauge railway was extended and eventually duplicated by the 7.25" Gauge track in 1981. In 1992, the 3.5"/5"G elevated track was lowered to the ground to run as a normal rail system with points and signals.
The Society has a current membership of 140 (approx) and is open to persons over 14 years of age who have an interest in model engineering.

Life Members

+Vic Messer 1958, + Clyde Mackay 1961, + Tom Armstrong 1963, + Claude Miller 1963, + Harry Pearce 1971, + Mac Dunkley 1971, + Horrie Guignion 1973, + Fred Hercus 1973. + Ralph Excell 1973, + Alan Frankham 1974 + John Welch 1974, + Clarrie Burden 1977, Len Peckham 1980, +Paul Griscti 1980, + Ron Bloyd 1983, lan Clarke 1987, + Alan Brabham 1987, + John Moorfield 1988, John Davey 1990, + Fred Gordon 1994, + Phil Waugh 1994. + Norm Kernich 1994, + Colin Cook 2001, Barry Dunstan 2008, John Lewis 2010, Bill Coles 2011, Jeff Schaefer 2012.

SASMEE OFFICE BEARERS 2012-2013

President: John Foster 0419 810478 or 8336 3119

Vice President: John Monteodorisio 0409 838 494 or 82764675

Secretary: Jeff Schaefer 82986927

Minute Secretary: John Beal 83970998

Treasurer: Ian Foster 83810330

Assist. Treasurer: Ralph Ollerenshaw 83790998

Committee: Mark Coxon 82773763, David Hawkins 83711350, Michael Offler 82762360, Alan Hardy 0488148317.

Boiler Inspectors: Bryan Homann 83901925, John Monteodorisio 0414 838 408, John Levers 85360135

Vice Patron, Bernie Dickinson. BA CPEng. Fie Aust. FI Mar EST

SASMEE Bulletin Editor Bill Coles 82962167 Email, bjhove @ internode.on .net

SASMEE Postal Address: PO Box 208 Goodwood SA 5034

Auditors Michael Moyse

Graham Gaetjens

In Memory

Over Easter we lost two of our valued members. Glen Templeman in a vehicle accident on route to the convention, and Don Fleming succumbed to illness on Good Friday. Our condolences and thought go to their family's.
Club members attended both funerals.

Club Happenings

By President

Sunday 3rd February 2103

A beautiful calm sunny day with 26^0C forecast drew a very large public attendance (about 600) with 7 birthday parties. Although we ran both sets of tracks the queues for rides were excessive showing how much we miss the large 71/4" gauge locos with their greater hauling capacity. Fortunately most people understood our predicament. All those I spoke to were cheerful and many commented on the immaculate turnout of our grounds. Our working bee crews should take a well deserved bow.

Membership attendance was 42 with 10 x 5" locos and 21 boats. Great turn up by those members attending. Simon Huntington had his steam truck giving rides in the car park. This was a trial to check arrangements and acceptance. With the interest shown by the public we will try to make this a regular feature.

The canteen did a roaring trade and almost sold all our stock. Many thanks to Jackie Monte, Marg Coxon, Sue Leslie, Shirley Mundi and Toni Offler. Toni was a welcome addition when her loco gave up.

Saturday Working Bee 9th February 2013

Five garden gauge enthusiast managed to get the holes dug for the stanchions between 10 AM and 1-30 PM. Barry Dunstan arrived during the morning to perform maintenance

on some club riding trucks. Mid-day saw John Monte and Michael Offler arrive to re-washer all our mains water taps.

With David Hawkins lawn mowing it was a busy day. Many thanks to all who attended.

Club General Meeting 12th February 2012

A well attended meeting where our members were advised of progress with the Garden Railway, revision of the SASMEE Constitution, a forthcoming negotiation of our lease with the Unley Council and progress to get the 7 1/4" unload/load back functioning now that the sewer work is complete.

The meeting was followed by a talk by the President with members on procedures and requirements for acting as station supervisors and train guards.

Meeting with SafeWork SA 13th February 2012

A meeting with SafeWork SA officials (Mr. CS Wong and Mr. J Garvey) and the President and Boiler Inspectors John Levers and John Monteodorisio was held at SASMEE to clarify the position of the AMBSC Boiler Codes. The Commonwealth initiative to harmonise State and Commonwealth Work Safety and Health (WHS) regulations, currently only recognise AMBSC Codes Parts 1 and 2. However, Mr Wong advised that all state SafeWork offices have agreed that Parts 3 and 4 should be included and have relayed this to the Commonwealth to obtain inclusion of all codes. As processes in Canberra can be protracted, SafeWork SA may issue a letter to all AALS affiliated clubs in SA authorising use of Parts 3 and 4.

Note,!!!

Members contemplating building a boiler to parts 3 or 4 of the code must contact a SASMEE boiler inspector before proceeding.

Saturday Run Day 19th February 2013

All week we had a weather forecast of 34^{0}C. About 4 PM this changed to 36^{0}C, 1 degree over our maximum temperature to run. The President decided we should run anyway as change at this late date was difficult and cooler weather, possibly storms, were forecast for later in the day. While a notice was added to the web site saying we were running information in the various pages stated that over 35 we do not run.

As it turned out we had a small attendance from the public, 28 members, 6 locos and 5 boats. Talking with the public, mainly birthday parties indicated that with the cool breeze and many shade trees they had a very pleasant afternoon and said the heat was quite bearable. Action has been taken to rectify the web site.

Sunday Run Day 3rd March 2013

Despite the competition from the Clipsal 500, Adelaide Festival and the Fringe we attracted a public attendance in excess of 650 people, including 6 birthday parties. With 9 locos and only the 5" gauge track available drivers were kept busy all afternoon. While on previous run days we have been able to use the 71/4" track while sewer work progressed, damage from heavy vehicles has lead to excessive derailments.

Thirty Three members attended. A fine 33^{0}C day made more pleasurable by a gentle breeze off the boat pond. 10 boats including yachts, military, commercial and pleasure craft models were on the pond.

The local power company caused a hiccup with a power outage for about an hour which disrupted canteen operations and signal operations.

Canteen ladies included Jackie Monteodorisio, Anne Hardy, Margaret Coxon, Lynn Leslie.

Prior to the run day starting Allan Wallace, Matt Leslie, and John Foster completed installing the garden gauge supports and attaching the bearers.

Garden Rail Working Bee 9th March 21013

Thanks to the garden gauge group the track support corrugated material was cut and placed. Work started early morning (8-30) and continued late into the afternoon. Thanks to the plasma cutter supplied by the Dicker family the dreaded job of cutting curves in the corrugated material was made fairly simple.

General Meeting 12th March 2013-03-18

A well attended meeting which addressed many issues including approving expenditure for revising the 5" gauge station to improve management of the public waiting for train rides. Approval was also given for the club to host the schools solar boat challenge in October in our pond.

The trophy that SASMEE is sponsoring for the best proto-typical diesel outline loco at the Annual convention was unveiled. Conceived by John Monte and developed and obtained by Matt Leslie it shows SASMEE's commitment to the hobby. Many thanks John and Matt for your efforts.

The meeting was followed by a very interesting talk by Graham Dicker on remote control, the various systems in use and the possible source of interference. Of particular interest was the explanation accompanied by videoed demonstrations from his laboratory on how the 2.4GH achieves frequency hoping to minimise interference and allow multiple users of the same areas of the spectrum.

Saturday Field Day 16th March 2013

A mild day with a hint of showers resulted in a reduced but very pleasing attendance by the public. With locos and boats there was plenty to entertain the public. Only the 31/2" and 5" lines were in use due to the 71/4" line being still out due to the work associated with the Goodwood Rail

Underpass. All being well this should be our last run day without the 71/4" gauge track. 39 Members attended.

The canteen did a brisk trade with Jackie Monteodorisio, Dawn Schaefer, Anne Hardy and Lynn Leslie serving and Alan Hardy cooking chips. Many thanks ladies and Alan for your help.

Sunday Field Day 7th April 2013

What a wonderful day, blue sky, 27^0C and almost a record crowd. With 10 birthday parties all our tables were in use as well a many carried in by the public. Even more pleasing was that we had the 71/4" unloading area in use so that for the first time since November 2012 we could run the big locos. Did we ever need their carrying capacity!!.

Four 71/4" locos were in use as well as six 5" locos. The station attendants were busy all afternoon supervising loading and unloading. Many thanks to drivers and attendants for their efforts. Between rides most of those attending watched the ten boats on the lake or kept the steam house staff busy with questions. The garden gauge line was in operation with a combination of club rails and rail loaned by the Dicker family. Forty members attended. We anticipate having the garden gauge and "O" gauge tracks in full club operation by the start of May. Again may thanks to the Steam House crew, Boaties and "G" gauge members.

With a large crowd the canteen ladies were kept very busy. Many thanks to Jackie Monteodorisio, Lynn Leslie, Anne Hardy Shirley Mundy, and Margaret Coxon. Also thanks to John Davy for his continuing sterling work in the ticket office.

General Meeting 9th April 2012

A well attended meeting was chaired by the Vice President due to the unavailability of the President. The meeting commenced with a minutes silence in memory of the

members we lost over Easter. Club members were invited to express appreciation of these members.

A quote for the repair of the clubhouse roof and veranda was accepted.

After the meeting John Monteodorisio, Matt Leslie and Allan Wallace gave their impression of the Annual convention, supplemented by photos. Apparently, an excellent convention. John Monteodorisio also unveiled the new 71/4"loco he had built for the club.

Saturday Field Day 20th April 2013

A pleasant day with bright sunshine and 22^{0}C attracted a medium size public attendance. With three 71/4" locos and five 5" locos and Allan Wallace's 3.5" gauge Juliet rides were available for all. It was pleasing to see Kingsley Martin's and Trevor Hill's new locos. We look forward to these being in full operation.

The steam house was kept busy with questions. The boat pond featured 11 boats of all descriptions.

The canteen was busy with Jackie Monteodorisio, Nicki Mere, Dot Ambler and Anne Hardy in attendance. Thank you ladies. The canteen is proving a great little earner taking as much as 30% of gate takings.

Wanted.

Peter Denholm, a SASMEE member residing in K.I. is seeking a pair of spoked loco wheels, around 90mm [3.5"] diam. They will form the basis of a valve gear demonstration model. If anyone can help, Peter can be contacted on, 85531343.

For Sale.

7'x4' trailer. Set up for 7.25" loco. Reg. lights etc. Spare. Jockey wheel. OK condition.
Contact. Bill Coles 8296 2167

Bit of useful trivia??

"Technical Tip"

Electrical Theory – From the 'Advanced Training Manual'

Many of us tend to shy away from repairing electrical appliances. This is a good thing if one has little or no electrical knowledge. The following information may widen your understanding of things electrical.

A simple auto wiring diagram can be explained as follows -

To start with, proper circuit functioning depends on the transmission of negative ions by the retention of the visible spectral manifestation known as 'smoke'.

Smoke is the thing that makes electrical circuits work. We know this system, it stops working. This can be verified repeatedly through empirical testing.

When, for example, the smoke escapes from an electrical component it will be observed that the car / truck/ appliance usually stops working.

The function of the wiring is to carry smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterwards.

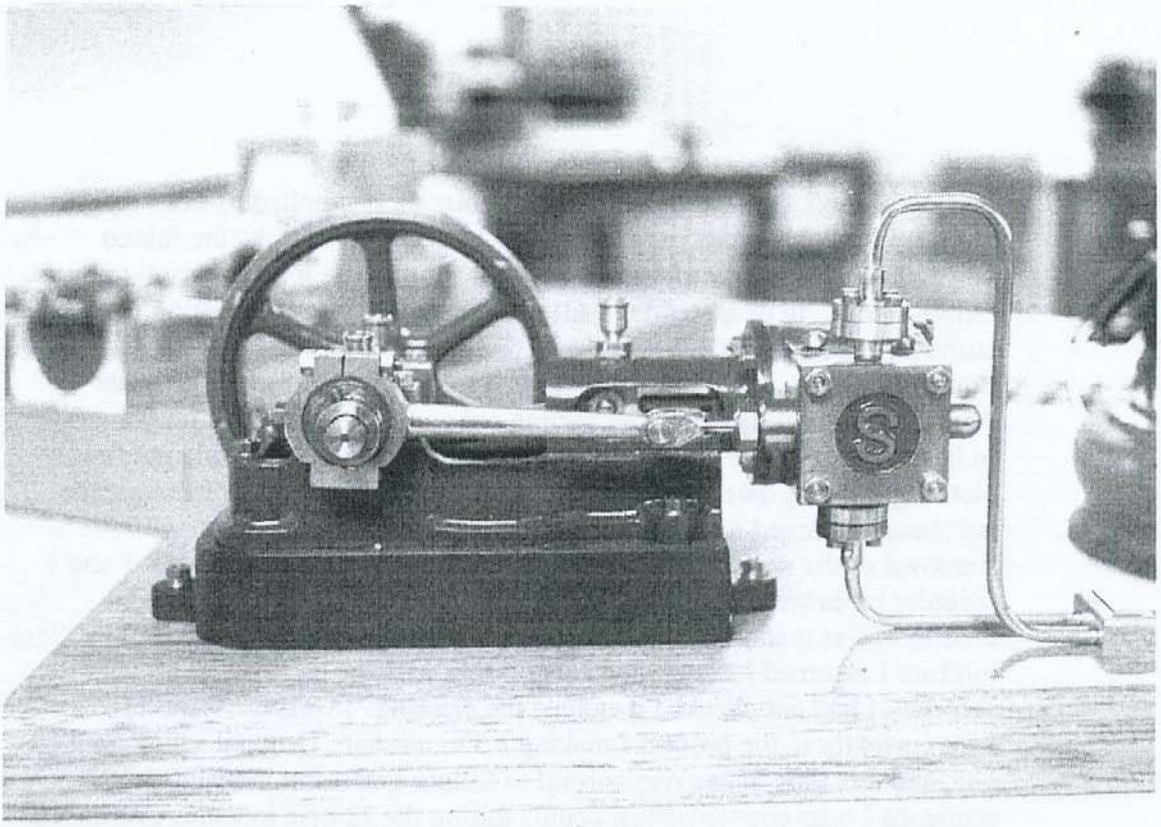
A better understanding of the mysteries of electrical components can be gained by the casual user, by watching for smoke leakage.

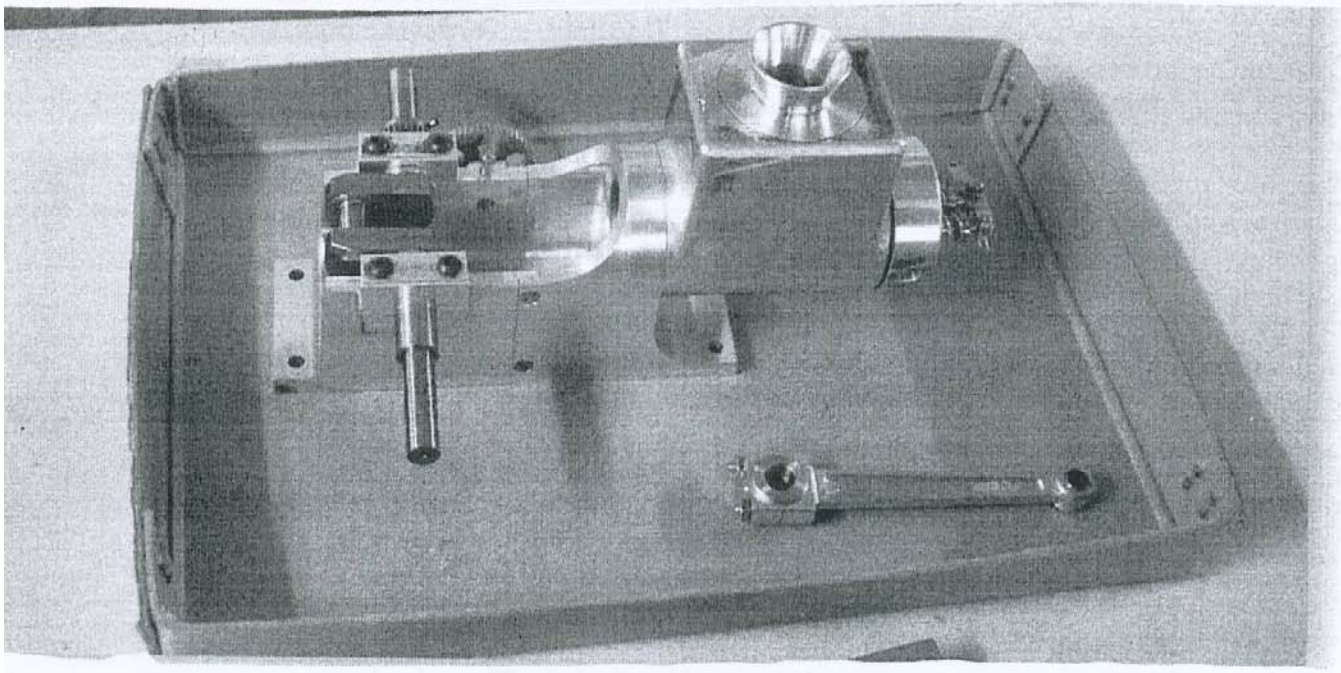
SASMEE Information.

SASMEE General Meetings are held in the club rooms, off Millswood Cres. Goodwood, on the second Tuesday of the month. Meetings commence at 8pm.

Working bees are held on Wednesdays and Saturdays. [Baring field days.] All help appreciated.

Field days are on the first Sunday and third Saturday of the month. 2-4.30pm. [weather permitting]. Further information is available on our website, www.sasmee.com.au





The above photos feature the work of SASMEE member, Kerry Gascoigne. A very nicely made Stuart single cylinder and a work in progress "Hit and Miss" engine.

These photos and modelling recognition were not included in the overall Show of Work presentation in the February Bulletin due to errors in Editing.

Other Things. By the Editor.

Having put together the Bulletin from information supplied by our President there is invariably a last page that has to be filled up to make the folded magazine. It is Friday afternoon and still yet to paste it up for printing by Office works. In desperation to fill this page I will relay a situation I am currently dealing with.

Some 18 months ago I machined up an 8 lobe camshaft for my ¼" scale "Cirrus." Two weeks ago after sorting out an ignition problem [major story in itself] and with the engine all complete, try as I might it would not fire. Nothing! Having determined there was a spark and in the correct sequence my thoughts turned to the camshaft.

Removal of the camshaft and a look at the drawings indicated that # 1 and 4 cylinder lobes were correct, #2 and 3 were the proverbial "miles out." Profile was as it should be but angular relationship was incorrect. In hindsite I assumed I knew what I was doing with the early camshaft, and secondly I had not checked it against the drawing. [Message there !!]

I am currently in the process I making a 3rd camshaft. Original a dud. Second one, and this time being very careful to follow a stressful indexing/grind sequence I miss countered/lost count? during the 72 hole indexing and ended up with an out of position lobe on the second to last lobe. This had an impact on the final lobe. I would also add I was taking short cut. I am now machining up a 3rd camshaft blank. [Message, never deviate from the process when indexing]

I think there is at least a couple of messages in the above, at least for me. Follow instructions/drawings/specifications carefully, they were compiled by somebody smarter than I was. If mistakes are made seek the cause and do better next time, don`t try and bodgey up the job. Scrap, and start again or case by case, ask somebody their advice, there may be a fix.

As regards smarter people, It took me a total of 9 years to make and get my Bentley to fire and run. Two of those years were spent wandering around pulling the thing to bits, remaking parts in the hope it was the answer, and spending money on electrical components that wasn`t the answer in the end.

I found a chap who had made a Bentley and his was running!! There was hope yet!!!!. I went to Melbourne took my engine, met this fellow, watched his engine fire with one swing of the prop. Could not believe it. He took a look my engine, remarked it was nice and shiny and told me in less than 2 minutes why it would never go and how to fix the problem. Two weeks later mine was running.

Message, never be concerned about asking for help. There is always somebody that knows, has done it, or can tell you where you can find the answer. SASMEE is full of these people.